

The Rhumb Line

Maine Maritime Museum

Summer 2003

Explore Maine's Maritime History Where It Began!

Number 34

DANGEROUS STATISTICS

Nathan R. Lipfert, Library Director

The most important sentence of the article is going to be right at the beginning here: in the nineteenth century, Maine built more vessels, and more tons of them, than any other state in the country. That is pretty good for a state that has a reputation for being relatively non-industrial, and has a distinctly modest population size. It is a reflection on the simplicity of the average wooden shipbuilding plant, on Maine's hardwood forests (at least originally), on the enormous length of Maine's saltwater coastline, and especially on the breadth

and depth of shipbuilding skill which accumulated in Maine's coastal communities.

Having said that, it should also be stated that you should not believe everything you hear about just how many vessels Maine built, and how we compare to the other states. Although we are still in the process of gathering details of these statistics, I thought it would be interesting to show you some relatively trustworthy data. Clearly, the readers of this publication can be trusted to help us spread the truth.



Here is an example of one of the Maine shipyards, which out-built the yards of other states. This is Bath's Goss & Sawyer yard on June 7, 1876. Four of their products can be seen: the masts of a completed bark at left, peeking over the hull of another, about-to-be-launched bark; a whaling bark being outfitted to the right, and a fourth hull being framed out in the center. By the time this firm closed its doors in 1883 they had ten building slips, and were the largest shipbuilding plant in Bath, if not the world.

We are going to begin with a table showing the shipbuilding production, expressed in gross tonnage, of the nation as a whole, compared to that of the three most important shipbuilding states of the nineteenth century: Maine, New York, and Massachusetts.

Table 1:

Tonnage of New Vessels Built

Year	Total US	Maine		NY		MA	
1833	161,000	51,000	31.68%	23,000	14.29%	33,000	20.50%
1840	118,000	38,000	32.20%	13,000	11.02%	17,000	14.41%
1845	146,000	31,000	21.23%	29,000	19.86%	25,000	17.12%
1850	272,000	91,000	33.46%	58,000	21.32%	35,000	12.87%
1855	583,000	215,000	36.88%	115,000	19.73%	79,000	13.55%
1860	212,000	57,000	26.89%	31,000	14.62%	33,000	15.57%
1870	217,000	74,000	34.10%	50,000	23.04%	29,000	13.36%
1879	193,000	43,000	22.28%	15,000	7.77%	9,000	4.66%
1885	159,000	38,000	23.90%	18,000	11.32%	7,000	4.40%
1890	294,000	56,000	19.05%	22,000	7.48%	9,000	3.06%
1895	112,000	15,000	13.39%	5,000	4.46%	4,000	3.57%
1900	394,000	50,000	12.69%	50,000	12.69%	5,000	1.27%
1905	330,000	45,000	13.64%	31,000	9.39%	19,000	5.76%
1910	342,000	8,000	2.34%	36,000	10.53%	7,000	2.05%

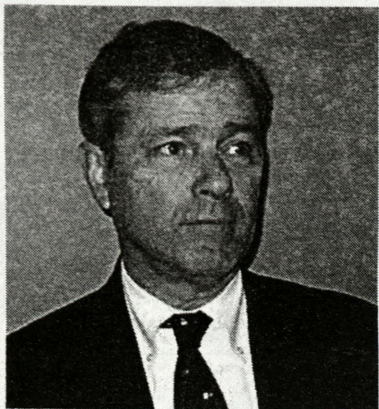
(continued on page 4)

MAINE MARITIME MUSEUM

243 Washington Street, Bath, Maine 04530
www.mainemaritimemuseum.org

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.

Nonprofit Org.
U.S. Postage
PAID
Bath, ME 04530
Permit No. 10



From The Chart Table

As usual, winter in Maine gives way reluctantly to spring. It's been a few weeks since cakes of ice swept up and down the river with the tide. Today it was "critically important" for me to help supervise the digging of some postholes for a new gate we're making next to the Paint & Treenail Shop. Actually, it was a very thin ruse to get out in glorious high sixty-degree weather. On Quartermaster's Day we put out the benches and picnic tables. Can summer be far away?

In these pages, you will read of summertime activities. Soon docks and floats and boats will be in the water. Boatshop workshops have started. Our summer cruise schedule will soon be in force. Lunches can be enjoyed again beginning in June in Long Reach Hall for members and visitors. (Enlist members! Bring visitors!) Our Store and its book department are open and doing business. Just after Boothbay Harbor's Windjammer Days, our old friend the *Sherman Zwicker* will return to her summer berth. She'll be here all season except for two weeks in August when she'll visit Nova Scotia. Our little pinky schooner *Maine* will join the *Zwicker* for the Boothbay Harbor fun.

Before the year ends, we intend to mount two fairly ambitious exhibitions. The first is about Maine's ocean commerce, with a particular focus on the Maine-built clipper *Snow Squall*. This exhibition can be undertaken thanks to the very generous support of Albert Gordon's Gordon Fund. Portions of *Snow Squall*'s remains are in visible storage here and part of the new exhibit will include making these artifacts more accessible and more understandable. The second exhibition is new for us. The Fellows of The American Society of Marine Artists will provide twenty-five or so paintings and Fleet Bank will lend a half dozen or so historic works from their vast collections. These combined with the chance to spend time with our own fine exhibited collection will, we trust, make for a very nice experience during the months of November and December.

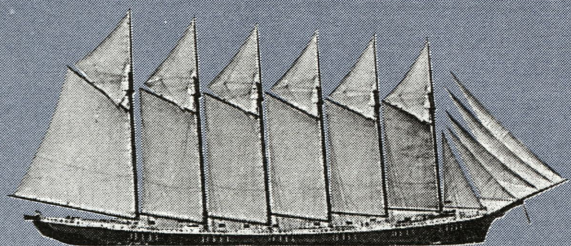
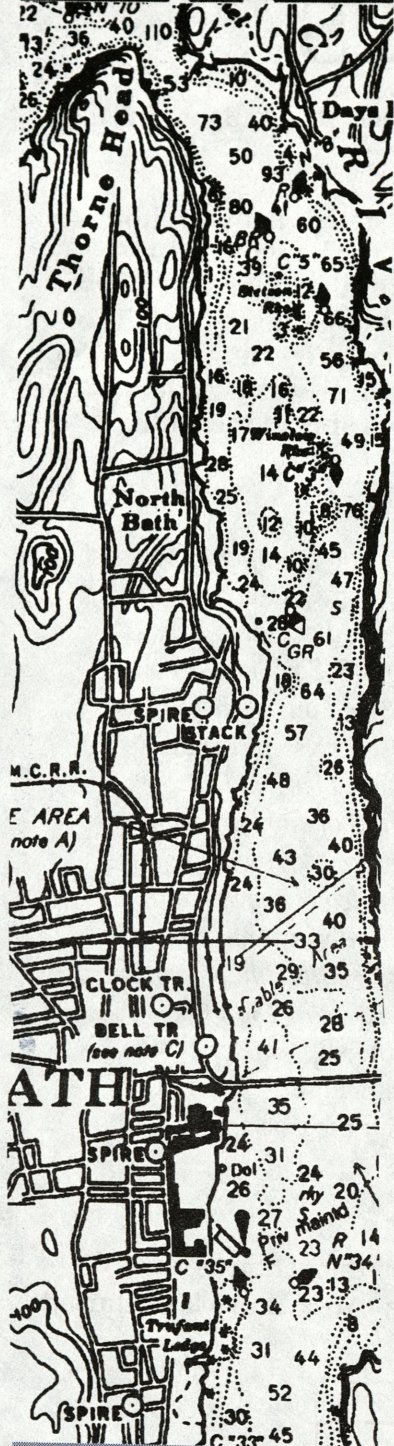
As usual, the people of this Museum – the staff, volunteer staff and trustees – have been working through the winter and spring months to ensure that this institution continues to provide the very best member and visitor experience possible. We hope we'll see you around and about Bath, Maine before too long.

Oh, one other thing. Note the "Welcome Aboard" section in this issue. There are a great many new Members so far this year, in no small part due to the Board's special effort to increase our sustainable support. Might I ask that you consider joining the Board in this effort? Consider "upping" your own Membership category or giving a friend a Museum gift membership. Just imagine this simple fact: currently Memberships represent 25% of the Museum's annual income. Doubling that – every Member just finding or giving one additional Membership – would make a huge impact on your Museum. Just a thought.

Please say hello when you're here.

Tom

Thomas R. Wilcox, Jr.
Executive Director



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Sustaining	\$ 125 - 249
Patron	\$ 250 - 499
Shipwright	\$ 500 - 999
Downeaster	\$ 1000 +

Please send us your check or call our
Membership Office at 201-443-1316 ext. 344

Thank You!

The Rhumb Line Number 34 Summer 2003

The Rhumb Line is a quarterly newsletter of
Maine Maritime Museum, a non-profit institution.

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WELCOME ABOARD!

New Members • February & March 2003

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Richard D. Armiger
Kenneth S. Axelson
Bill Baghdoyan &
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Nancy Arnold
William G. Waters
Meg Weston
Capt. Peter L. White, USN(Ret.)
Lisa Whited
Bob Wieseahn
Barbara Wilson
Lyndel Wishcamper
Thomas L. Yale

Antique & Classic Boat & Engine Rendezvous!

Saturday, August 23rd

This year's boat show promises to be better than ever! We've taken your suggestion and moved the show to August when more friends and families are still in Maine. Visitors will be able to walk the waterfront full of beautiful wooden boats, hear throaty old engines, tour behind the scenes for a peek at the Museum's small craft collection, vote for the best in show and watch the boat parade. This year we are adding children's activities, shipyard demonstrations, music, food, and a lot of fun. If you have a boat - restored or un-restored, an antique car or an old engine - register now to join the fun! Call today 207-443-1316 x 0.



MAINE MARITIME MUSEUM
ANTIQUE • CLASSIC BOAT • ENGINE RENDEZVOUS
AUGUST 23rd ~ 9:30 am - 5:00 pm

Dock and mooring space is very limited-
Register early to reserve space!
207-443-1316, ext. 0

All events take place at
Maine Maritime Museum
243 Washington Street
Bath, Maine 04530

DANGEROUS STATISTICS (continued from page 1)

According to William A. Fairburn (*Merchant Sail*, Vol. 5, page 3100), Maine was the shipbuilding industry leader of the states as soon as it became a state in 1820, but the earliest statistics presently available to us date from 1833, by which time Maine is certainly out front. You can see in the figures the huge boom in shipbuilding spurred by the California gold discoveries and the push for westward expansion, and the later slackening of interest in the nation's shipping as the railroads took over the westward-bound traffic. As national shipbuilding rebounds a little at the end of the nineteenth century, driven by need for vessels on the western rivers, the Great Lakes, and the West Coast, it is clear that Maine and the other state powerhouses of the previous century are being left behind by the shipbuilding industry. The new states to watch are Pennsylvania, Michigan, Ohio, and Illinois. Even California, Washington, and Connecticut begin to surpass Maine in the new (twentieth) century.

If we remove steam vessels from the picture, we see that Maine does not lose its dominance. The sailing vessels in the table below are nearly all wooden vessels (with the exception of the steel barks built by the Sewalls at Bath).

Table 2:

Tonnage of Sailing Vessels Built			
Year	Total U.S.	Maine	
1850	228,000	90,000	39.47%
1860	145,000	86,000	59.31%
1870	146,000	74,000	50.68%
1879	67,000	41,000	61.19%
1885	65,000	34,000	52.31%
1890	103,000	49,000	47.57%
1895	35,000	11,000	31.43%
1900	116,000	49,000	42.24%
1905	79,000	44,000	55.70%
1910	19,000	7,000	36.84%

Among the frequently asked questions we hear in the Museum's Library is this one: "I was told that in (pick a year), half the ships in the United States were built in Maine. Can that be true?" Well, it can and it can't. The answer depends on the definition of terms. The questioner has understood the statement to mean that half of all U.S. vessels were built in Maine. As you have seen in Table 1, this is not quite true. But the statement is true if you understand it as it was originally intended - with the word "ships" defined as full-rigged ships, vessels of three square-rigged masts. The table below shows the percentages for a sample year.

Obviously, Maine dominated in building brigs as well as ships, but was less involved in the building of schooners (at this time) and unimportant in the building of steamers.

Here is another tangled web: "I heard that, in 1856, Bath was the fourth largest port in the United States, and Waldoboro was the seventh largest! True?" Yes, true, but again the terms must be defined. In this statement, it is the Customs Districts of Bath and Waldoboro which are meant. The Customs District of Bath included all the towns on the Kennebec River, plus Brunswick, Topsham, and Harpswell. Waldoboro's District included every town up the coast from Bristol to Rockland. Also, the statement ranks the size of the ports, not in value or volume of cargoes coming and going, but in terms of tonnage of vessels registered, enrolled, and licensed at each port. Thus, it is a reflection of shipbuilding and ship owning, not commerce happening at the ports. Many or most of the vessels built in Maine ports were constructed for local ship owners.

As Capt. W. J. Lewis Parker has pointed out, in his chapter in *Sail's Last Century: The Merchant Sailing Ship 1830-1930* (Robert Gardiner, editor, 1993), there were 702 ships, barks and barkentines built on the East Coast between 1870 and 1899, inclusive. 493, or 70%, of these were built in Maine. During that same time span, as the square-riggers grew less important to the shipping industry, Maine shipyards were becoming more occupied with building the coastal barges and great schooners. Of the 1,758 three-mast schooners built on the East Coast from 1870 to the end of World War I, 50% were built in Maine. There were 459 four-mast schooners built on the East Coast (all after 1879); of these, 326, or 71%, were constructed in Maine. Maine shipyards built 53 of the 56 East Coast five-mast schooners - 95%. Nine of the ten East Coast six-masters were produced in Maine yards. Another way of saying what I said in the opening paragraph would be: Maine built more wooden sailing vessels, and more tons of them, than any other state in the country.

The twentieth-century, especially post-World War I, shipbuilding story in the state is a separate tale to be told in the future, focusing more on yachts, destroyers and Liberty Ships, and with its own impressive set of statistics.

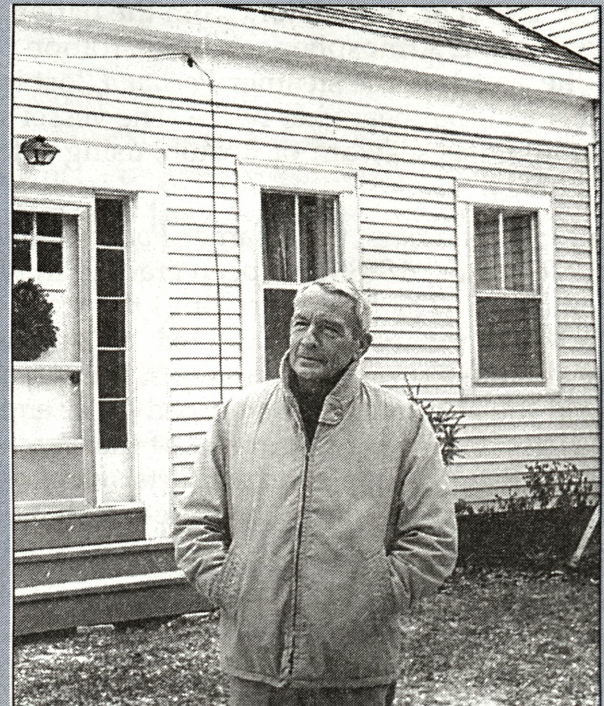
The figures presented in the three tables are from *The Rise of New York Port [1815-1860]* by Robert Greenhalgh Albion, and the variously-named annual U.S. government reports on Commerce and Navigation (from the Secretary of the Treasury, Chief of the Bureau of Statistics, and Commissioner of Navigation).

Your task is simple - memorize these tables, and go out and spread the word about the true importance of Maine's shipbuilding industry.

Table 3:

1855 Shipbuilding, By Number of Principal Types							
	Total US	Maine		NY		Mass.	
Ships and Barks	381	213	55.91%	40	10.50%	70	18.37%
Brigs	126	107	84.92%	5	3.97%	3	2.38%
Schooners	605	68	11.24%	76	12.56%	59	9.75%
Steamers	243	6	2.47%	41	16.87%	9	3.70%

Another Successful Symposium!



Our 31st Annual Maritime History Symposium has now become history as another very successful event. This year's roster of speakers proved to be enlightening and entertaining. Over 100 attendees enjoyed Capt. Charles W. Spear (picture above, right) of Winnegance, who discussed his Merchant Marine experience during World War II, including his command of the freighter *Henry Miller*, which was torpedoed in January of 1945. Capt. Spear brought the vessel in to Gibraltar, under her own power (with an escort's help), without loss of life. The photograph (above left) shows the *Henry Miller's* mate inspecting the damage; Gibraltar can be seen in the background.

Remember the Museum With a Deferred Gift

Maine Maritime Museum can benefit from Deferred Gift arrangements including:
Pooled Income Funds; Gift Annuities;
Charitable Remainder Trusts;
Naming the Museum in your will,
and Gifts of Real Estate.

For information about these types of investments, please call us at 207-443-1316 Ext. 327

You are invited to attend an *Estate Planning Seminar*

Presented by PretiFlaherty
Attorneys at Law
of Bath & Portland, Maine

Wednesday, June 4th
5:00 - 8:00 p.m.

Please call 207-443-1316 Ext. 322
for Information & Reservations

What Secrets Lie Below...?

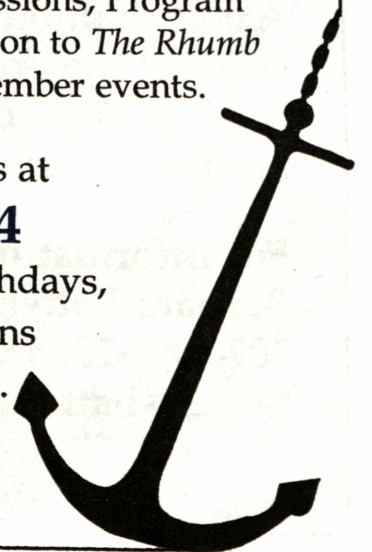
Visit the mysterious new ORLOP Deck!
Created by our Registrar, Chris Hall -
now on our Website at mainemaritimemuseum.org
(Go to Research/Curatorial/Notes from the Orlop)

It's Graduation Time...

Remember that we have *Gift Memberships for Every Occasion!*

Gift Memberships for family or friends provide a full year of Free Admission, 10% Discount in the Museum Store, Guest Admissions, Program Discounts, a year's subscription to *The Rhumb Line* and invitations to Member events.

Stop by the Store or call us at
207-443-1316 x 344
for Gift Memberships for Birthdays,
Anniversaries, Graduations
or any Special Occasion.
We will even wrap
it for you in the Store!



The Portland Gale: Storm of Infamy NEW GALLERY EXHIBIT

In August of last year, researchers from the national Oceanographic and Atmospheric Administration positively identified the wreck of the steamer *Portland*, lost in the infamous 1898 storm that bears her name. The vessel's remains were found 40 miles seaward of Boston, using sidescan sonar technology.

For over a hundred years, the steamer *Portland* and the terrible gale of November 1898 have been cradled in New England's memory. The Museum brings the story of the *Portland* Gale to light again in a new exhibition that examines the vessel, the storm, the memory of the steamer *Portland*, and the aftermath of the tragedy that engulfed New England. Paintings, a full model of the steamer and her original half-hull model, and artifacts swept ashore illustrate the story of the storm that wreaked havoc on all of New England.

The *Portland* sailed from a calm Boston Harbor in the face of gale warnings, and disappeared on her regular overnight run to Portland, Maine. One hundred and ninety-two passengers and crew went down with the ship. There were no survivors. But what actually happened to the vessel? Perhaps her wreck will someday yield clues to her last hours.



Souvenirs made from wreckage of the steamer *Portland*, a stateroom door key, and a Portland Steamship Company ceramic pitcher are among the artifacts on display.

Showing in the Peterson Gallery through summer 2003.

For Your Information

We have a very attractive opportunity to remember someone with a brass Table Plaque on one of the tables in beautiful Long Reach Hall.

A contribution of \$500 for a Plaque will support the ongoing operations of the Museum and provide a special remembrance in a unique waterfront setting.

For information, contact
Barbara Potter at
207-443-1316 x327 or
potter@bathmaine.com.



Voyage Into History - The Lesser Antilles on the Historic SEA CLOUD JANUARY 10 - 17, 2004

Featuring noted naval historian and Vice President
for Collections and Research, Mystic Seaport, CT

DR. WILLIAM B. COGAR

Itinerary - Date	Port
Sat, Jan. 10	St. Johns, Antigua
Sunday, Jan. 11	At Sea
Monday, Jan. 12	Soufriere, St. Lucia
Tuesday, Jan. 13	St. George's, Grenada
Wednesday, Jan. 14	Carriacou, Grenada
Thursday, Jan. 15	Port Elizabeth Bequia/Grenadines
Friday, Jan. 16	Cabrits, Dominica
Saturday, Jan 17	St. Johns, Antigua

Cat.	Cabins	Per person in double
A	1,2	\$7,350
B	3,4,5,6,7,8,11,12	\$7,050
1	30,31	\$6,300
2	32-37	\$6,000
3	18-25	\$5,700
4	28-29	\$5,200
5	14-17	\$4,900

Single supplement: Cat. A & B	100 percent
Single supplement Cat. 1-5	50 percent

The above prices include:

7 nights/8 days aboard the *Sea Cloud*, port taxes, round-trip group airport transfers, shore excursions, meals (early riser's continental breakfast, breakfast, lunch, afternoon tea, dinner and midnight snack), house wines, beer and non-alcoholic beverages with lunches & dinners, soft drinks throughout, Captain's Welcome and Farewell Receptions, lectures, ship-board physician, Events of Distinction representative and gratuities to the crew and staff. *Not included:* Airfare, bar bill, travel insurance and personal purchases.

For Information & Reservations Contact:
Florynce Bronstein, Events of Distinction Plus, Inc.
212-541-4970 Fax: 212-977-7561
email: eventsofdplusinc@earthlink.net

Participation in this Program supports the Museum

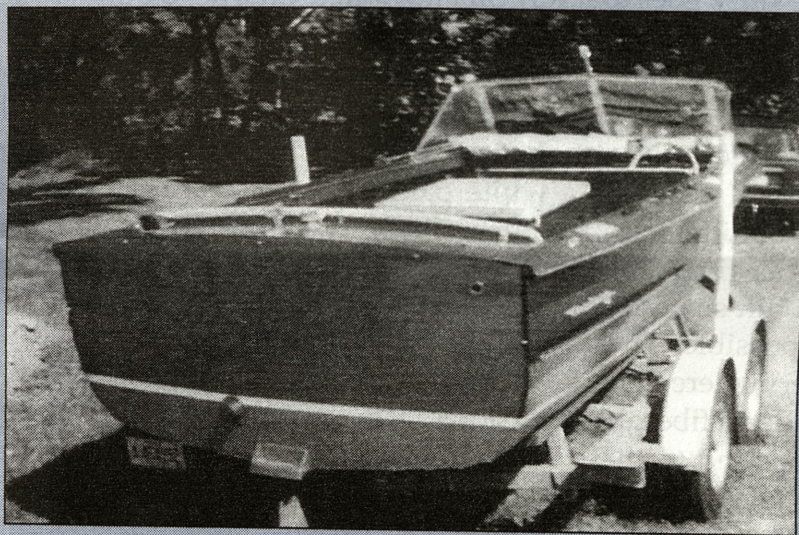
Maine Arts Commission Grant Awarded

We are pleased to announce that the Museum has been awarded a grant under the **Governor's Awards for Arts Accessibility** through the **Maine Arts Commission**.

The \$10,000 award, funded in part by a grant from the Maine Arts Commission and the National Endowment for the Arts, a federal agency, will support the improvement of public access to the Museum. The three major areas include: new directional/interpretive signage for the Museum's Percy & Small Shipyard; new map-based directional signs for the Main Entrance to the Museum and Shipyard; and walkway improvements and new lighting. This initiative will improve public access to the Museum's exhibits and programs, and consequently increase patronage and enhance the experience of all Museum visitors.

The Museum's access project has begun, and will be completed by the end of August 2003.

CLASSIC BOAT FOR SALE!



With the encouragement of a most generous donor, the Museum is pleased to offer this lovely boat for sale, the proceeds of which will help us preserve and interpret Maine's maritime history. (This boat has never been in the Museum's collections as it does not meet our criteria for collecting.)

We are offering a mint condition 1960 Century Nordic lapstrake mahogany "sea skiff" type runabout. It is 19' 6" long overall, has a beam of approximately 6.5 feet and has a draft of 24". Powered by its original Grey 6-cylinder gas engine with 110 original hours on the tach. A 2002 survey comments, "This vessel was found to be in completely restored condition and meets the term 'show condition' to classic boat standards. Every detail of the restoration of this vessel was to the original manufacturer's standards and the vessel as presented, even on the new boat trailer, is to 'Show'... standards." (A Venture galvanized tandem axle trailer - valued at \$2,500 - is included.)

This lovingly maintained vessel would be a great way to enjoy the coast of Maine this summer and for many more to come. The Museum will put the sale proceeds to good use and the donor will have the satisfaction that his boat will continue to provide family enjoyment. \$19,500 (relatively firm). Contact Will West (ext. 334) or Dave Boulette (ext. 335) at 207-443-1316.

Corporate Partners Program

Our **Corporate Partners Program** exemplifies how Museum support can offer marketing benefits for our business partners, as opposed to purely philanthropic endeavors. In exchange for critically needed help - either financial or gifts-in-kind - this Program provides a menu of marketing benefits, representing advantages to both the business and to the Museum.

The trustees, staff & volunteers at Maine Maritime Museum encourage all area businesses to consider becoming Corporate Partners. Director Tom Wilcox, extension #324 or Development Director Linda MacMillan, extension #327, will be happy to address any questions. Their email addresses are: wilcox@bathmaine.com macmillan@bathmaine.com.

Our Corporate Partners include:

Corporate DownEasters:

Bath Iron Works
Bath Savings Institution
CHR/GMAC Realty
PretiFlaherty
The Harraseeket Inn
The Times Record

Corporate Shipwrights:

Baker Newman & Noyes
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W.P. Stewart Asset
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Corporate Patrons:

A.G.A. Correa & Son
Henry R. Abel & Co., LLC
Sebasco Harbor Resort
The Kennebec Company



2003 Maine Boatbuilder's Show

Enthusiastic Museum volunteer David Dearborn and Executive Director Tom Wilcox reflect on the magnificent yacht tender displayed at this year's show in Portland. Over 500 raffle tickets were sold for the boat, which was lovingly made in our own Boatshop. It is now displayed in Sewall Hall, where you still have time to buy tickets! Drawing is mid-October.

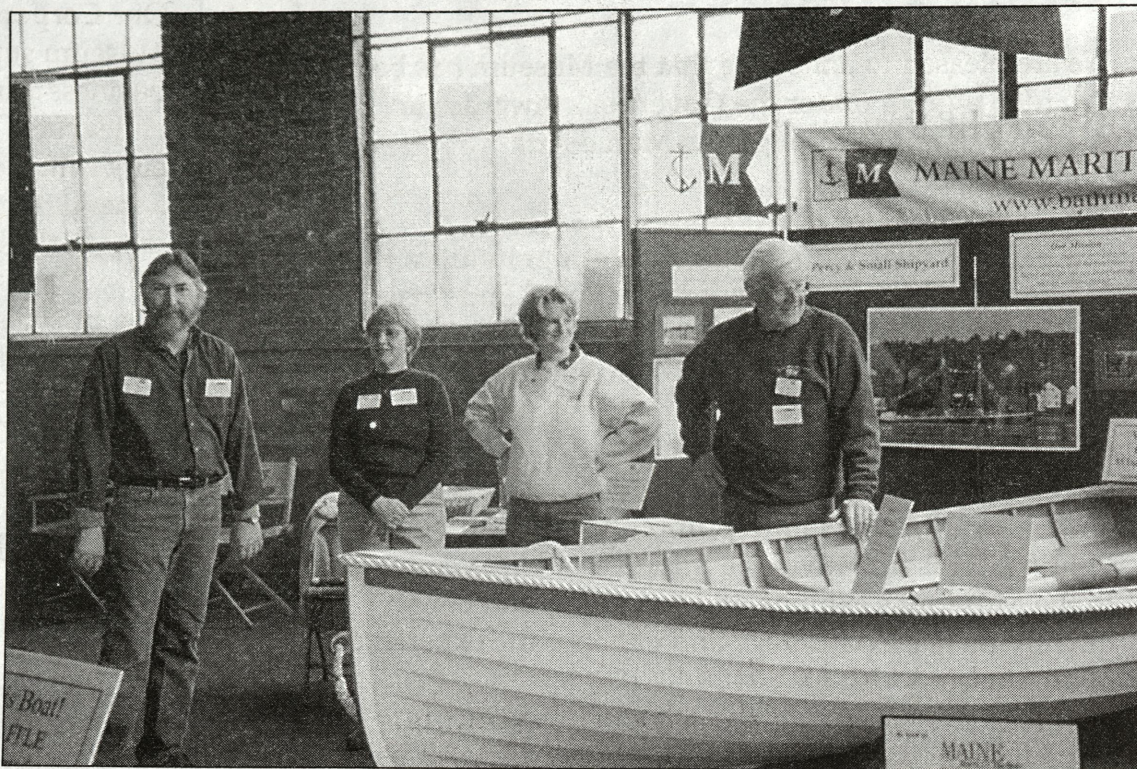
A Ten-Foot Yacht Tender

Will West, Boatshop Manager

The summer before last I had the pleasure of meeting Marriott Small Clark and her husband Timothy Clark. They had a family boat that belonged to her father, Ray Small, that they were donating to the Museum. It happens to be a Blaisdell and Sons-built yacht tender. After talking it over with Anne Witty, our curator, we decided to leave the yacht tender in the Boatshop Gallery to be measured and documented. We finished the measuring and lines and decided to build this boat as the project for the 2002 season. Now the replica is ready to go.

Before we discuss the boat, we should go back to the family who originally built the boat. The Blaisdells had been building boats in Bath since 1879 when Nicolas Blaisdell and John Perkins started a boat shop down on Front Street. They built yachts, both sail and steam; they also built yawl boats for the Morse and Sewall yards. When John Perkins retired in 1897, Nicolas Blaisdell and his sons Phil and Charlie re-opened the shop under the name N. Blaisdell and Sons. The shop moved across the river around 1919 and was in Woolwich until 1944. This 65-year period included a transition from working craft to yachts. During the 1930s Phil and Charlie built primarily sailing yachts, but also built all manner of small craft, and this is where we catch up with this little boat.

This little yacht tender was built around 1935 and it's very typical of the Blaisdell's work. Charlie spent some time working at the Herreshoff Yard in Rhode Island, and you can see it in his work. This boat was a stock model until he met Ray Small, Marriott's dad. Ray Small had many hobbies; he was an avid sailor, a half model builder, and very active in the community. The family summered at Brigham's Cove where they owned a number of Blaisdell boats including *Baboon*, a Pine Tree Class day sailer, and *Bounty*, a beautiful sailing gig.



Museum Boatshop Manager Will West introduces the new yacht tender at the 2003 Maine Boatbuilder's Show in Portland. Assisting Will are (L-R) Andrea Conner, Volunteer; Ellen Conner, Volunteer Coordinator; and Bob Sawyer, Volunteer.

The story goes that Ray Small wanted Charlie to build a yacht tender for him, and so he did. Ray also convinced Charlie to sell him the building molds to the boat so no others could be built. She's a beautiful little tender; she's built with a cedar lapstrake hull, a mahogany sheer plank, oak transom, and thwarts. She has a white oak keel and steam bent frames. They built her with copper clinch nails through the plank and copper rivets through the frames. Our new boat is the first to be built since 1935; I've tried to stay as faithful to the original as possible. These small lapstrake yacht tenders used to be everywhere, but have slowly disappeared, giving way to modern fiberglass versions. The passing of time has been very kind to these small rowing boats, mostly because they are lovely to the eye and a joy to row.

We have Charlie Blaisdell's tool chest on exhibit, in the Museum's Maritime History of Maine exhibit; you can see the fine tools he used. We also have the moulds that Ray Small managed to keep when he bought the boat from Charlie Blaisdell; you can see them at the Boatshop gallery. The new Blaisdell is being raffled in Sewall Hall now. We've enjoyed building this reproduction. Currently we're building a 15-foot Matinicus double-ender, 13 foot stitch and glue Beach Pea, sailing double-ender. We also are working on a restoration of a 1910 Hodgdon Brothers' launch.

BOAT FOR SALE

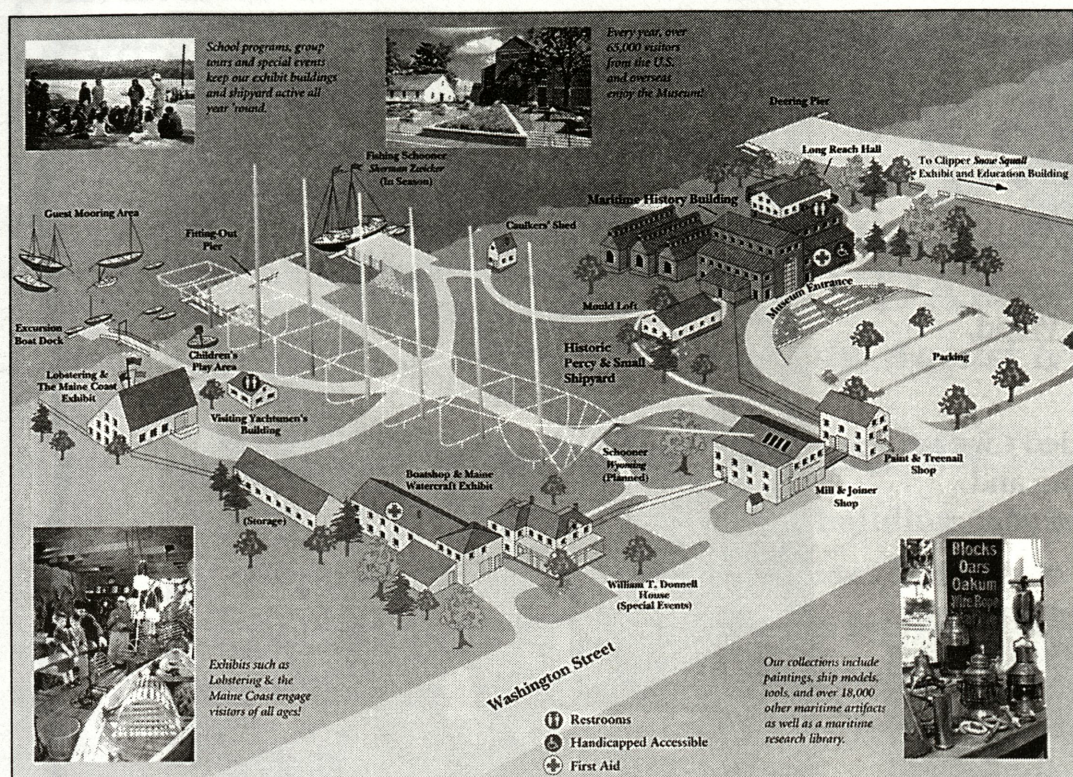


13 Foot Sailing Pea Pod "Beach Pea." Stitch & glue plywood construction with centerboard trunk & rudder. Sprit-rigged & ready to sail. \$3800. Contact Will West (ext. 334) at 207-443-1316.

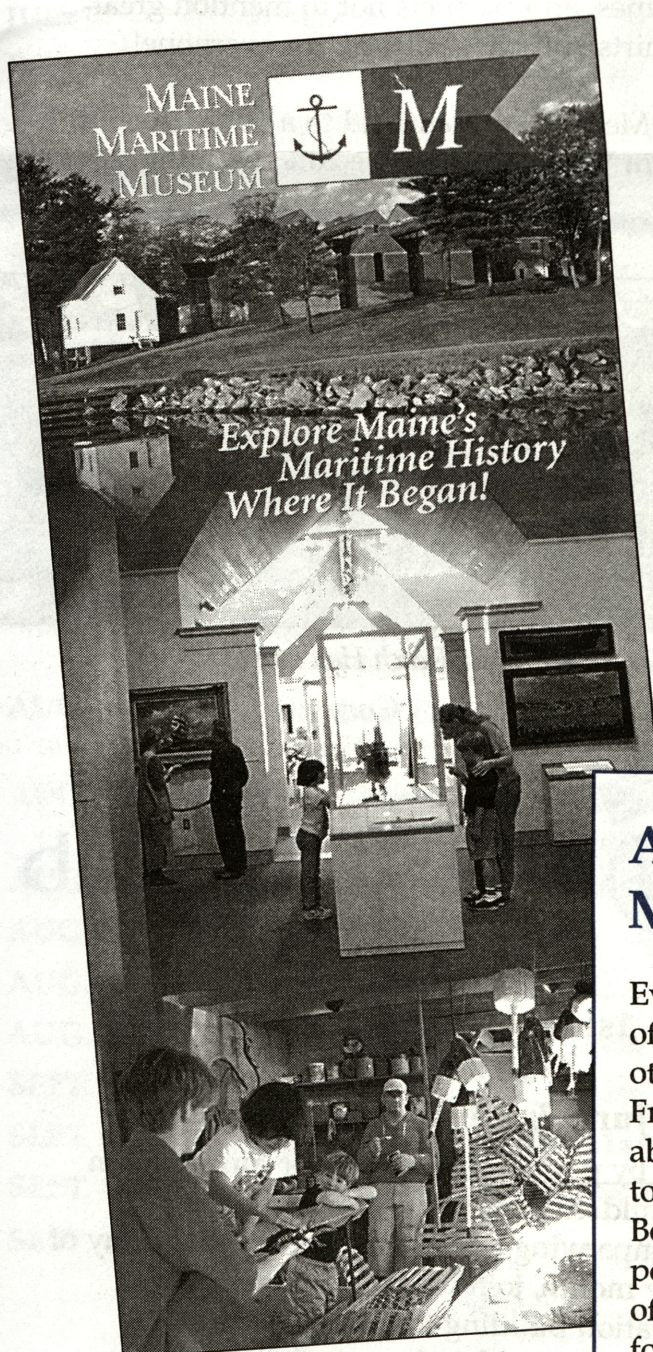
Free Lecture with Ellen Vincent June 26th 6:00 pm

Down On the Island, Up on the Main, is a recent publication of oral histories of South Bristol, Maine, covering the late 1800s and early 1900s. Compiled and annotated by artist and writer Ellen Vincent, this collective memory of South Bristol is spoken in the words of its people and shown in their photographs. After the talk, Ellen will sign copies of her book and light refreshments will be served.

Reservations are requested for this free event in Long Reach Hall - 207-443-1316 ext. 0.



Linda MacMillan has spearheaded the reprinting and updating of our brochure. Prominent in the new map of the grounds is a portrayal of our planned evocation of the schooner Wyoming. Progress is sure but slow (!) toward the goal of building a sculpture in full size of the largest wooden sailing vessel ever built on the very site from which she was launched in December 1909. The Museum anticipates beginning construction later this year.



An Automobile + You + Four Hours = Museum Brochure Distribution

Every spring, a small but dedicated group of volunteers distributes hundreds of Museum brochures to local hotels, motels, restaurants, visitor bureaus, and other assorted tourist destinations. From Wiscasset to Portland, Phippsburg to Fryeburg, these volunteers diligently (and enthusiastically) spread the word about Maine Maritime Museum. However, we need your help! We're hoping to expand our distribution locations to include Ogunquit, The Kennebunks, Boothbay, Boothbay Harbor, Camden and Rockport. If you have reliable transportation, a morning or afternoon to spare, and are willing to travel to a variety of locations sharing your love of the Museum, then this is the volunteer project for you. FMI - please contact Ellen 443-1316 ext.350 or conner@bathmaine.com



Brown Bag Lecture Series Returns!

All Lectures begin at 12:00 noon
in the North Wing of Long Reach Hall.

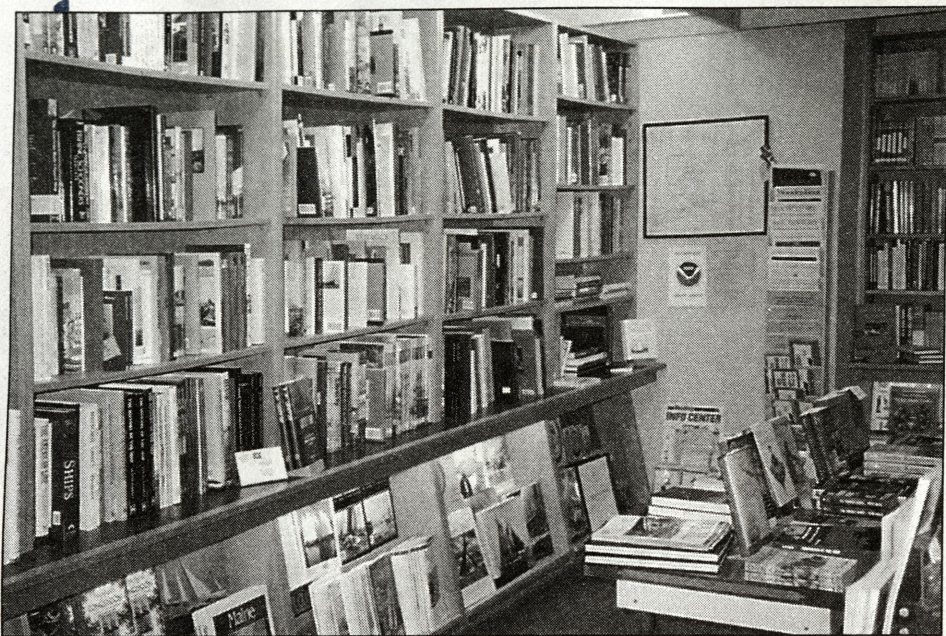
Bring lunch or
purchase it in Long Reach Hall.

- July 16 **Geoffrey Emanuel:**
"Monhegan/Manana/Seguin
Trophy Race" Mr. Emanuel,
Monhegan Race Co-Chair, will
share the history of the Portland
Yacht Club, founded in 1869, and
the 68-year history of this race.
- July 23 **Speaker to be Announced**
- July 30 **Robert Brun:** Join this artist as he
shares the story of his **Downeast
Painting Cruise** capturing the
coast of Maine from aboard his
25-foot Cape Dory.
- Aug. 6 **Harold E. Arndt:**
The Island Rover Foundation.
Mr. Arndt will discuss his founda-
tion's mission and give an update
on the construction of *Island Rover*,
a two-masted steel-hulled topsail
schooner, constructed of re-manu-
factured and recycled materials.
- Aug. 13 **Speaker to be Announced**

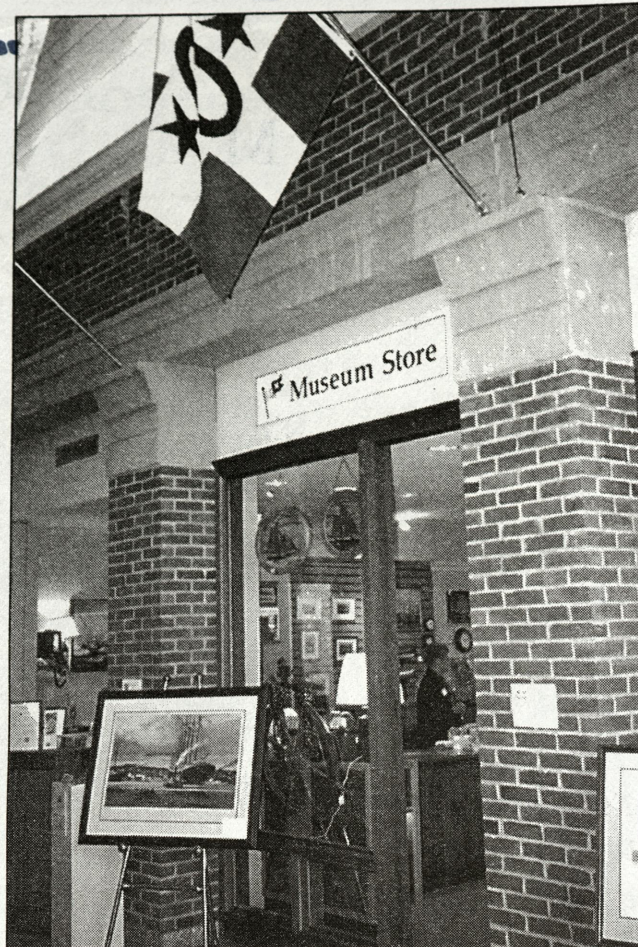
What's In Store?

First and foremost, an ocean of new books - For example, we're pleased to offer the beautiful new "coffee table book" Thos. Moser ~ Artistry In Wood, by Thomas F. Moser.

Our Children's Book Section has been expanded - we now have books about the ocean, fish, counting and pirates, and new globes, as well as many more young adult titles.



There are adult books about sailing, the ocean, the Horatio Hornblower series, the new Jim Nelson book, model-building, history, and a myriad of maritime subjects. And we have selections from Maine's own Down East Publishers and Tilbury Press.



Sailing charts are here, so you can plan your next trip!

Some wonderful gift items include Chelsea clocks and barometers, Bey-Berk clocks and barometers and ship and half-hull models from our Boat Shop - toys for children such as ship models, puzzles, games, and puppets not to mention great-looking t-shirts and baseball caps for everyone!

As always, Members are entitled to a 10% discount, and Museum Volunteers receive 20% discount.

Lunch Service Returns to Long Reach Hall!

We will once again offer lunch on a daily basis to Members and Museum Visitors beginning late June. Plan to spend a relaxing lunchtime on our sundeck or inside air-conditioned Long Reach Hall.



Enjoying lunch on our Long Reach Hall sundeck.

Our Wish List

Surplus Loader-Back Hoe Tractor
(Or offer to rebuild our 1968 International)

Computer Workstation Table or Cart
Please call Nathan Lipfert 443-1316 x 328

Fireproof Four-Drawer Filing Cabinet
Please call Chris Hall, Registrar 443-1316 ext. 326

Tool Cabinets - Floor-Standing, Metal Snap-On, Mac, Craftsman for the Boatshop
Please call Will West 443-1316 x 341

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Many thanks to Terry Gray for the  
Dust Collection System for the Boatshop!  
And to Bob Woodbury & Connie Lewis  
for the two Chain Saws!



**FREE to Ages 6 & Under**  
**1st Saturday of Every Month**  
**10 a.m. - 12 Noon**

**June 7; July 5; Aug. 2 & Sept. 6**

Back by popular demand - our fun program for children ages 6 & under and their accompanying adults. On the first Saturday of every month, join Donna Ovington in our Education Building for maritime stories, crafts and other hands-on activities!

**For More Information - Call 443-1316 Ext. 0**



*Pull Out & Save...*

MAINE  
MARITIME  
MUSEUM



2003 CALENDAR OF EVENTS

*For June, July, August & September*

**Daily Cruise Schedule Starting Mid-June:** (Prices = \$Adult/\$Child)

Thursdays through Mondays - **Shipbuilding & Nature Cruise** 12pm - 1pm \$15/\$10  
Sundays and Fridays - **Wildlife Cruise** 2pm - 4pm \$30/\$20  
Thursdays through Sundays - **Sunset Lighthouse Cruise** 6pm - 8pm \$30/\$20  
Tuesdays only - **Kennebec Lights Cruise** 2pm - 4pm \$30/\$20  
Thursdays and Saturdays - **Boothbay Harbor Lights** 2pm - 5pm \$35/\$25

**Other Cruises and Events:**

|              |                                                                                                                                      |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------|
| MAY 26       | Guided tours begin in Shipyard 10am & 2pm<br>12 Noon - Themed tours begin (call for details)                                         |
| JUNE 7       | Starfish Club 10am-11am FREE                                                                                                         |
| JUNE 13      | Discovery Boatbuilding Program Boat launch in South Bristol FREE                                                                     |
| JUNE 21      | Boatshop Workshop: <i>Documenting Small Craft</i> 9am-3pm \$85                                                                       |
| JUNE 24      | Windjammer Days Cruise to Boothbay 9:30am-3:30pm \$48                                                                                |
| JUNE 26      | Lecture: Ellen Vincent, <i>"Down on the Island, Up on the Maine"</i> 6pm FREE                                                        |
| JUNE 28      | Boatshop Workshop: <i>Steam Bending Wood</i> 9am-3:30pm \$85                                                                         |
| Late June    | <u>Lunch Service Begins in Long Reach Hall</u>                                                                                       |
| JULY 2       | Damariscove Island Cruise 10 am-3pm \$48                                                                                             |
| JULY 5       | Starfish Club 10am-11am FREE                                                                                                         |
| JULY 6       | Fireworks Cruise 8pm-10pm \$28                                                                                                       |
| JULY 7-18    | Boatshop Workshop: <i>Skiff Building</i> 9am-3pm \$285                                                                               |
| JULY 9       | Eagle Island Cruise 10am-3pm \$52                                                                                                    |
| JULY 16      | Swan Island Cruise 10am - 3pm \$48<br>Brown Bag Lecture: Geoffrey Emanuel, <i>"Monhegan/Manana/Seguin Trophy Race"</i> 12 Noon FREE  |
| JULY 19      | Boatshop Workshop: <i>Oar Building with Jim Austin</i> 9am-3pm \$190                                                                 |
| JULY 23      | Boothbay Aquarium Cruise 10am - 3pm \$33/\$20<br>Brown Bag Lecture: <i>Speaker to be Announced</i> 12 Noon                           |
| JULY 30      | Sunset at Seguin Cruise 4pm - 9pm \$48<br>Brown Bag Lecture: Robert Brun, <i>"Downeast Painting Cruise"</i> 12 Noon FREE             |
| AUG. 2       | Starfish Club 10am - 11am FREE                                                                                                       |
| AUG. 5       | Eagle Island Cruise 10am - 3pm \$52<br>Sunset on the New Meadows Cruise 6:30pm - 8:30pm \$27                                         |
| AUG. 6       | Steamboat Days on Casco Bay 9am - 12pm \$41<br>Brown Bag Lecture: Harold E. Arndt, <i>"The Island Rover Foundation"</i> 12 Noon FREE |
| AUG. 13      | Damariscove Island Cruise 10am - 3pm \$48<br>Brown Bag Lecture: <i>Speaker to be Announced</i> 12 Noon FREE                          |
| AUG. 15 - 17 | Boatshop Workshop: <i>Building a Six-Plank Chest</i> 9am - 3pm \$345                                                                 |
| AUG. 20      | Sunset at Seguin Cruise 4pm - 9pm \$48                                                                                               |
| AUG. 23      | <i>Antique and Classic Boat &amp; Engine Rendezvous</i> 9:30am - 5pm FREE with regular admission                                     |
| AUG. 27      | Swan Island Cruise 10am - 3pm \$48                                                                                                   |
| SEPT. 3      | Damariscove Island Cruise 10am- 3pm \$48                                                                                             |
| SEPT. 6      | Starfish Club 10am - 11am FREE                                                                                                       |
| SEPT. 16     | Sunset on New Meadows Cruise 6pm - 8pm \$27                                                                                          |
| SEPT. 17     | Steamboat Days on Casco Bay Cruise 9am - 12pm \$41                                                                                   |

**Call 207-443-1316 Ext. 0 for Information and Reservations for these events!**

*Museum Members receive discounts on cruises and workshops*



# Puzzler From The Library

**A New Puzzler:** Here's another one for the steamer buffs. This unidentified photograph was donated in 1989 by Dr. Charles E. Burden. On the back is written, "Compliments of Capt. Vaughan." The original is faded, but a skilled photographer has brought out this image. This little passenger steamerboat may have just been launched; to the right are what appear to be a set of steep launching ways. A smaller steamer is tied to her outboard side. The fellows on the little pier appear to be launching a canoe, and another canoe can be seen atop the canopy of the outboard steamer. Perhaps this is fresh water. To the left, on the other side of the lake or river, we spot the tall stack of a larger steamer. Unfortunately, that vessel seems to be obscured by a small island. Any ideas? Please reply to Nathan Lipfert, (207) 443-1316, extension 328, or [lipfert@bathmaine.com](mailto:lipfert@bathmaine.com) or at the Museum's mailing address.



**Last Issue's Puzzler:** The only response to this picture of the big black fishing schooner came from Randle Biddle of Valencia, California. He suggests the vessel may be the fishing schooner *Harry L. Belden*, built in 1889 at Essex, Massachusetts, by Moses Adams. The *Belden* is best known for winning the "Fisherman's Race that Blew" in 1892. However, at least five schooners were built to that design, (actually the design of the *Susan R. Stone* of 1888) by various builders in Essex, and there were a number of other big plumb-stemmed fishing schooners like this. We need a more definitive identification. The harbor does not seem built up enough to be Gloucester, where the *Belden* and her sisters hailed from, and the waterway seems too wide for this to be Essex.

## A Comment on an earlier Puzzler:

(From Issue #32, last year): Bill Peterson, curator at Mystic Seaport, had identified this shipyard picture as the Robert Palmer & Son yard of Noank, Connecticut, perhaps in World War I years when that yard was doing business as the Noank Plant of the Groton Iron Works. Arthur R. Herrick, Jr., of Westmoreland, New Hampshire has written to say that he does not dispute the identification of the shipyard, but that Bill's hesitant suggestion that the vessel under construction might be the wooden freighter *Balsto* is incorrect, because she does not exhibit the flared bow of this standard Ferris-designed freighter. Photographs of *Balsto* and her sister ships under construction clearly back up Art's claim. Perhaps the vessel is one of the schooners built at this yard before World War I. Incidentally, Bill mentioned *Balsto's* tonnage as 1,528; this is net tonnage. Her gross tonnage was 2,551, and some readers (like Art) may think of the wooden Ferris freighters as being a 3,500-ton design. This last figure was how the Ferris hulls were classed by the United States Shipping Board, Emergency Fleet Corporation, and represented deadweight tonnage.

